

**New Jersey Turnpike Authority
Financial Summary
For the Four Months Ended April 30, 2015**

ACTUAL REVENUE - January - April	\$ 512,960,000
ESTIMATED REVENUE - May - December	1,164,799,000
<i>Projected Annual Revenue</i>	<u>\$ 1,677,759,000</u>
 ESTIMATED ANNUAL OPERATING EXPENSES	 485,593,100
<i>Projected Net Revenue</i>	<u>\$ 1,192,165,900</u>
 DEBT SERVICE REQUIREMENTS	 687,820,300
CHARGES FUND	1,150,000
SPECIAL PROJECT RESERVE FUND	20,900,000
MAINTENANCE RESERVE FUND	87,058,000

The following un-audited results are for the four months ended April 30, 2015.¹ Based upon these results, revenues will be sufficient to satisfy the requirements of the Authority's Bond Resolution. For the twelve months ending December 31, 2015, the Authority is projected to have a debt service coverage ratio of 1.73 and a total requirements coverage ratio of 1.50.

The Authority's total revenue for the four months ended April 30, 2015 was \$512,960,000, which is \$5,663,000, or 1.1%, below projections. Toll revenue was \$448,830,000, which is \$6,022,000, or 1.3%, less than projections due in part to the coldest winter in New Jersey since the 1993-1994 winter season. In addition to the cold weather, January through March had above normal precipitation and two declared state of emergency weather events with winter storms Juno and Thor. Toll revenue loss attributed to both storms is estimated at \$6,598,000. The lower than projected toll revenue was partially offset by higher than anticipated concession revenue and miscellaneous revenue. Concession revenue, which totaled \$10,873,000, was \$897,000, or 9.0% above projections due to higher than expected commissions received on diesel fuel sales on the New Jersey Turnpike. Miscellaneous revenue was \$5,019,000, which is \$943,000, or 23.2% above projections for reasons including the sale of surplus land.

For the four months ended April 30, 2015, traffic on the New Jersey Turnpike increased 6.6% and toll revenue increased 6.5% as compared to the same period in 2014. The increases in traffic and revenue are due to comparatively better weather conditions and lower fuel prices in the first four months of 2015 than those in 2014. Traffic and revenue were negatively impacted by winter storms Juno and Thor. These storms resulted in 1,037,000 fewer transactions and \$4,615,000 less revenue when compared to the same days last year. When eliminating these storms, traffic and revenue would have increased 8.4% and 8.3%, respectively. The adjusted results compared favorably the increases forecasted by CDM Smith, the Authority's traffic engineer, for the four months ended April 2015 of 7.7% for traffic and 6.9% for revenue. CDM Smith, which released an investment grade study in May 2014, projects 2015 annual traffic and revenue growth of 3.7% and 3.6%, respectively. Through the first four (4) months of 2015, the E-ZPass usage rate on the New Jersey Turnpike was 82.1%, an increase from 81.9% for the same period in 2014.

For the four months ended April 30, 2015, toll transactions on the Garden State Parkway ("Parkway") increased 1.4% and revenue increased 1.2% when compared to the same period in 2014. Toll transactions and revenue increased because the winter weather was less severe and fuel prices were lower during the first four months of 2015 relative to the first four months of 2014. As with the New Jersey Turnpike, toll transactions and revenue were negatively impacted by winter storms Juno and Thor, resulting in 1,846,000 fewer toll transactions and \$1,983,000 less revenue. When adjusting for these storms, Parkway traffic and revenue would have increased 3.2% and 3.0%, respectively. The adjusted results for the Parkway, however, are lower than CDM Smith's projected increases of 6.0% for toll transactions and 6.1% for revenue for the four month period. For 2015, CDM Smith forecasts annual increases of 2.6% for both toll transactions and revenue on the Parkway. Through April, the 2015 E-ZPass usage rate on the Parkway was 78.8%, up from 78.2% for the same period in 2014.

Operating expenses for the four months ended April 30, 2015 were approximately \$176,277,000, which was 110.0% of the year-to-date budget. The Authority has spent \$31.2 million from its operating budget for snow removal costs. Consequently, the Authority has already exceeded its \$14.5 million annual operating budget for snow and severe weather costs. The Authority has also spent an additional \$14.0 million out of a \$15.0 million annual budget for snow removal from the General Reserve Fund. The annual budget for snow and severe weather costs is determined based upon the five-year rolling average for such costs. State of Emergency weather events are budgeted and charged to the General Reserve Fund. All other events are budgeted and charged to operating expenses. All other operating expenses are at or below year to date budgeted levels. Discretionary spending and budgetary guidelines will be closely monitored and adhered to throughout the remainder of the year in order to control operating expenses.

The Capital Budget consists of Supplemental Capital, Maintenance Reserve, and Special Project Reserve Funds. For the four months ended April 30, 2015, total expenditures were approximately \$20,352,000. Expenditures included \$5,309,000 for Turnpike Bridge Repairs, \$2,807,000 for Parkway Bridge Repairs, \$2,696,000 for Turnpike Resurfacing Projects and \$1,273,000 for Major Fleet Augmentation. There are current commitments in the Capital Budget of \$99,371,000. In addition to the Capital Budget, the General Reserve Fund expenses totaled approximately \$112,713,000 and consisted of \$81,000,000 for State Transportation Capital Plan payments and \$14,030,000 for Extraordinary Snow costs, \$5,500,000 for Transportation Trust Fund payments and \$2,000,000 for Feeder Road Maintenance payments.

Total expenditures in the Construction Fund for the four months ended April 30, 2015 were approximately \$199,535,000. Expenses included \$36,020,000 for the Turnpike Interchange 14A Reconstruction, \$26,639,000 for the Parkway 35-63 Widening Project, \$23,547,000 for the Turnpike Interchange 6-9 Widening Project and \$21,608,000 for the Authority Phase II Facilities Improvements. In addition to these expenditures, there are open contracts and commitments totaling approximately \$1,386,340,000.

¹ These are un-audited results. Amounts and categories of revenue and expenses may change when audited.